

Ruminations.



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Hongkong, 7th July, 1910.

[28]

The Hongkong Telegraph
HONGKONG, SATURDAY, NOVEMBER 26, 1910.

BANISHMENT.

This morning a philosophical spectator might have discovered food for useful meditation in the scene on Blake pier and afterwards on board the s.s. *Delta*. The "dangerous" characters called Jesuits who have been expelled by the Revolutionary Government in Portugal from all territories belonging to that unhappy country, proved on inspection to be really very harmless. Modest and retiring men, most of them were unnecessarily thin and pale, and one could not help wondering who had been looking after their commissariat. They proved to be fine scholars, too, and interested only in learned questions. Politics obviously were altogether out of their sphere of interest and action. After a great deal of trouble we have ascertained that these unfortunate gentlemen have been arbitrarily driven from their homes in Macao and Timor for no crime or offence whatever. Even a Pilate could find no fault in any one of them, save, indeed their name, to which, of course, a Pilate might be expected to feel some objection. Our sentiments, which are entirely impartial, are not concerned with the religious side of this important event. Throughout the world the expulsion of the Portuguese Jesuits is being eagerly discussed, and sides are being taken, some for the action of the Revolutionaries, some against, and many of both sides are influenced by religious feelings. We look at it from the sensible, English standpoint. If a man is a criminal, punish him. If he is a good and useful citizen, respect him. If he agrees with us in our religious or party opinions, let us rejoice in him as a friend. But if he differs from us let us not on that ground break elementary laws. We are strong believers in toleration. Liberty for everybody and for everything except for criminals and crime. We differ, as Englishmen, from Hinduism as a religion. But as Englishmen, we not only respect the liberty of those who profess that form of belief, but we even protect it. We are not followers of the Prophet Mohammed. But we strongly advocate the protection from insult or profanation of the mosques devoted to Islam. We are not Quakers, but if such a cruelty as the persecution of those gentle, pious and most inoffensive people who style themselves by the attractive title of the "Society of Friends," were to be revived in these days, we should protest in every possible way

against it, as an enormity, an anachronism. To banish people and confiscate their property is a violence which can only be excused by some crime of the first magnitude on their part. Confiscation has long ceased to be a punishment common in the practice of English Law; banishment is unknown to it in our days. The Statute Book contains some obsolete provisions which touch this very Jesuit question. When it was raised in an English Court some time ago the Judges absolutely refused to listen to it at all, and magistrates decline to enforce those obsolete statutes. We note that the English Law does not require any additional or special provisions to enable it to deal with political plotters. If the Jesuits in Great Britain were to become dangerous to the body politic, the ordinary law could deal with them without any extraordinary measures being taken. We also note that the gentlemen who have been exiled from their own country, Portuguese Jesuits expelled by Portuguese revolutionaries, have not even been accused of political activity. The first act of the revolutionaries was to expel the Jesuits and attack all religious orders. We really must appeal to the sense of fairplay in our readers, when considering this sorry business. Every one knows that the Jesuits who went away to-day in the *Delta* were harmless and learned men, whose heads were never troubled with any other affairs than their immediate duty, and that that duty not only did not include interference in politics, but absolutely precluded any kind of interest in any other kind of other people's business whatever. They were school-masters and ministers of religion. What would sensible Englishmen have said if Mr. Balfour had banished Mr. Campbell the preacher, on the ground that he was a radical (he is) and was using his pulpit as a platform for political purposes (he did), and that this was political interference by a religious sectarian? What would they say now if Mr. Asquith, and his *ami damné* Lloyd George, were to expel a Tory Anglican Clergyman for preaching Conservatism in his Church? These suppositions seem ridiculous on an English mind, but the Portuguese have done worse. They have driven out scholars and innocent men without even the excuse that they had taken sides in politics. This is sheer religious persecution, and we as free men, as lovers of liberty, abhor it and are disgusted at it. If the Society of Friends should not be persecuted, *a fortiori* the Society of Jesuits should not be molested, for whatever our religious views may be, even were they those of Mr. R. J. Campbell, was not Jesus the Friend of friends, the Friend of all Mankind?

We have noticed a tendency to laugh at our Volunteers and Scouts, and to jeer at their manoeuvres and work in camp recently. Well—it is easy to sneer. Mockery must sometimes be used as a weapon in a good cause. No weapon is more deadly when well wielded. But one cannot excuse the use of the same weapon when it is directed against any sacred or honourable, or worthy, or even innocent object. Now the purely unselfish labour of the Volunteers is both honourable to themselves and worthy of all patriotic men's approval. Wearied of us by our sense of humour to "chaff" others who do anything at all out of the way. This is natural and is a not unhealthy instinct. But too often we are carried away by it, and what was at first mere fun becomes cheap and nasty jeering. We must guard ourselves against committing this fault. No good can be done by hurting other people's feelings wantonly. "More flies are caught with one drop of honey than with a whole barrel of vinegar" said that wise and saintly Francis of Sales whose writings we recommend to the curious. We have said that in a good cause the sneer is at times necessary. It is a useful arm of self-defence, and often conveys rebuke better than any other form of expression. When the cynic philosopher shod with rough, thick, and heavily nailed shoes came to the house of Plato, and brutally rubbed them under a valuable Persian rug, saying "I trample under foot the pride of Plato," that calm and high-bred gentleman merely answered "With greater pride." Sneers can be met with sneers. "At a time when Frederick of Prussia depended largely upon English gold to aid him in his campaigns (for gold as well as consummate skill and iron valour, even the valour of the Great Frederick, is needed for success in war) that great commander ventured to sneer at the English reverence for their Church. A victory having been won (alas! we forget which), the King of England ordered that public services of thanksgiving be held in all the Churches. This was too much for the sense of humour of a Voltairian free-thinker like Frederick. "So, my lord," said he to the British ambassador at Potsdam. "So I see the king, your master, reckons Almighty God among his allies." The Englishman replied boldly "Yes, Your Majesty, and the only one who does not ask us for subsidies." Thus sneer was met by sneer. This of course was only fair, but we do not learn that it did the Prussian king any good. When Voltaire was utterly beaten in contro-

versy he always took advantage of the cheap reinforcement of ribaldry. The Jesuits had got the better of him in some Biblical argument or other, by quoting the writings of the prophet Habacuc. "Ah, bah!" cried Voltaire, "Habacuc était capable de tout!" All Paris laughed, and refused to take Voltaire's opponents seriously, which was, of course, exactly what Voltaire wanted. His sneer was vastly more effective than all his clerical antagonists' learned exegesis. We trust that when we quote, or rather refer to, Sir Henry May's admirable speeches on volunteering and on the formation of the corps of scouts, we shall not be met with an English equivalent of Voltaire's flippancy, such as "Oh, but P—y May is capable of saying anything." He is certainly capable of saying many home truths, and we trust that those who feel inclined to make light of the usefulness of our auxiliary forces in this Colony will carefully re-read his speeches.

LOCAL AND GENERAL.

The English Mail of the 29th October was delivered in London on 25th inst.

The total sales from the Anglo-Japanese Exhibition amounted to £68,000.

An eating-house keeper was fined \$20 this morning for running his establishment without a licence.

A list of registered chemists and druggists is published in the current issue of the *Government Gazette*.

The Chinese steamer *Banka* is ashore on the Kuantan bar and it is feared she may become a total loss.

TENDERS are invited by the Government for the supply of coal for the space of one year, from the 1st of January next.

It is notified in the *Gazette* that gun practice will be carried out on Tuesday next. Ships and junks are warned to keep clear of the range.

The King's Exequatur empowering M. Vladimir d'Oettingen to act as Consul for Russia in Hong Kong has received His Majesty's signature.

DURING last month the deficit in the ordinary expenditure of the U. S. Treasury Department was \$1,192,000 and the expenses for construction of the Panama Canal, \$90,000.

The Master of the British S.S. *Chun Sang* reports having passed on the 19th instant a white and black chequered buoy in Lat. 19° 13' N. and Long. 113° 13' E.

The oil war is having a serious effect on the oil business of Japan. Owing to foreign competition and consequent heavy reduction in prices, the native product is being severely beaten.

The *Englishman* suggests that the King should visit India, where he could be crowned Emperor. The visit would appeal to Indians, who regard a sovereign as a deity, and would destroy the seeds of disquiet.

A FRENCH writer in a Paris paper calculates that, when the Hongkong-Canton Railway is connected with the present Hankow line, it will be possible for residents in Indo-China to reach Paris, via Siberia, in 15 days, made up as follows:—Hankow to Hongkong by sea, 3 days; Hongkong to Peking, by rail, 4 days; and Peking to Paris, 9 days.

MR Tange, a commissioner in the Stud Bureau, arrived in Kobe by the N.Y.K. steamer *Kamo-maru* with 26 stud horses bought by him in England for the Stud Bureau. Of the animals brought to Japan one cost 20,000 yen and one 25,000 yen. These horses were procured from a stable at Newmarket. Each of them has won a prize of 40,000 yen at race meetings.

INFORMATION has been received by the Government from the Harbour Authorities that an old wreck has come to the surface, and forms a danger to navigation, in the Lan Tau Channel. She lies with her stern aground in 9 fathoms of water and her bow showing about 10 feet above water, in latitude, 22° 7' N. longitude, 113° 57' E. approximately.

THE American by the name of A. Thayer, who was arrested yesterday for alleged false pretences, was this morning allowed bail in the sum of \$5,000. Mr. H. W. Looker, of Messrs. Deacon, Looker & Deacon, prosecuted while defendant was unrepresented. The case was remanded till Tuesday next. The defendant is at present confined in hospital suffering from fever.

ACCORDING to the latest statistics the number of educational institutions in the Chinese Empire aggregates 55,388, including colleges, industrial schools, girls' seminaries and primary schools; the last of which number 34,370, 63,937 persons engage in educational work, of whom 55,741 are primary-school teachers. Students number 874,647, including 78,315 elementary school children. On the basis of calculating the entire population of China at 405,800,000, the ratio of students to the inhabitants is approximately one in every 461. The provinces of Chihli (Peking included) leads with 8,524 institutions. Shantung comes next with 3,513, followed by Szechuan, Kiangsu, Canton, Hupoh, and Honan in order.

THE MANSLAUGHTER CASE.

POLICE WITHDRAW CHARGE AGAINST LAUNCH COXSWAIN.

Kwok Lo, coxswain of the steam-launch *Wah Yee*, was again brought up before Mr. E. R. Hallifax at the Magistrate's court, for alleged manslaughter of one P. O. Time and a Chinese seaman in a Police patrol boat in the harbour on the night of the 4th inst. Capt. Lyons, Deputy Superintendent of Police, was in charge of the case for the Police and Mr. W. E. L. Shepton, from the firm of Messrs. Deacon, Looker and Deacon, represented the defendant.

Capt. Lyons stated that he did not think there was sufficient evidence in this case to convict the defendant for manslaughter, and asked his Worship for leave to withdraw the charge. The other two Chinese witnesses for the prosecution did not throw any light on the evidence.

His Worship (To defendant)—You are discharged.

THE GINSENG CASE.

DEFENDANT COMMITTED FOR TRIAL.

Wong Tim was brought up on remand before Mr. J. R. Wood, Second Police Magistrate, this forenoon for the alleged theft of 14,000 worth of ginseng from the Yuen Fat Hong go-down on the 4th inst. Mr. P. M. Hodgson prosecuted and Mr. W. E. L. Shepton, of Messrs. Deacon, Looker and Deacon, was for the defence.

Mr. Shepton said he did not propose to call witnesses. His contention was that where a reasonable account of possession could be given the onus of proof lay on the prosecution.

His Worship committed the defendant for trial at the next Criminal Sessions.

A WELL known Koko resident has made the journey between Charing Cross and Tsuruga in slightly under 13½ days.

THE reckless price war between the Rising Sun Oil Co. and the Standard Oil Co. has ended in an easy victory for the latter.

AN official investigation into the laxness connected with the admission of Chinese to Canada through Vancouver shows that the Dominion has been defrauded of £30,000 that should have been paid in poll tax.

A *Government Gazette Extraordinary* issued this afternoon notifies that any British subject resident in this Colony, who has any pecuniary claim outstanding against the Government of the United States of America, is required to furnish a detailed statement of such claim to the Colonial Secretary's department within a one week from this date.

IN financial circles in Cologne it is stated that the Queen-Mother of Portugal, in anticipation of a revolution, some weeks ago transferred a great part of her private fortune to other countries. The operation was chiefly carried out by English financial houses. Both the King and the Queen-Mother expressed their intention to go to England and await the course of events.

BANKERS and financiers are protesting against the motor-car craze which has gained hold of America. It is estimated that Kansas has sunk \$30,000,000 in motor-cars while in the New York State, 108,000 car licences have been issued. Over a billion dollars are being spent annually in the purchase of cars in the United States, and in addition a quarter of a billion dollars are being paid for upkeep.

EDITION in Anam, a protected state of Indo-China, is issued by native students who go to Japan for their education, and return full of revolutionary ideas. The French Government has vainly tried to check the evil by ordering such students to report themselves to the French consuls in Japan on arrival there. The consuls are to see that the course of study does not favour sedition. The students openly set this order at defiance.

A FEATURE of a recent issue of the *Englishman* is a smart cartoon illustrating the real danger in British trade. Entitled, "Our English Stupidity," it represents a Chinese merchant holding in his hand a catalogue of English goods printed in English, whilst a German merchant, who offers him another catalogue, is represented as saying: "You cannot understand that English catalogue—throw it away, John, and take mine, printed in your own language."

THE two experiment exports of bean cake to Europe for the first time from Hankow a few years ago and for the second time from Manchuria in 1908 both ended in failure owing to the action of tropical heat to which it was subjected during transit. Reports say that some British exporters at Hankow shipped 5,200 pieces of bean cake to England early in October last and that the outcome of the third experiment is awaited with interest.

If one were asked to speculate as to the Sovereign whose daily mail bag was the greatest, one would hazard the Kaiser. On the authority of a Paris contemporary, we learn that the Pope is the recipient of the greatest number of missives. The mail of His Holiness consists, on the average, of 130,000 letters, newspapers, &c. To go through this mass thirty-five secretaries are kept employed. The President of the United States receives nearly 1,000 letters daily, and about 4,000 journals and books. The Kaiser's mail consists of 4,000 letters, and frequently the same number of books and papers. Our King, we learn, is favoured with 1,000 newspapers and books. The Czar is not overworked in this respect for a Sovereign. His Majesty's mail being given at 600 items per day. The Kings of Italy and Spain have to deal with about 300 letters each. Queen Wilhelmina is still more favoured, with 150 letters. But President Fallieres is still more fortunate, for we are told that he receives (few letters, and hardly any papers).

EXBUNT THE JESUITS.

This morning a large number of the local Catholic clergy as well as many of the most influential Catholic laymen of the Colony went to the s.s. *Delta* to say good-bye to the Jesuits who have been expelled from Macao and Timor. The venerable old superior of the Timor Jesuits, Father Sebastian, is going to Singapore. He told our representative that hard as it was to leave all their work in Timor, the Jesuits were at all times ready to work anywhere, under any conditions. How true this is may be seen from his own case. Monsigneur Pizzari, the Catholic Bishop, bade the departing Jesuits farewell at Blake pier. Rev. Father Robert, the Procurator General of the Missions of the East, and Rev. F. N. V. Procureur of the Demission Mission, went on board to assist the Jesuits with their baggage, etc. The Very Rev. Fr. Noval, Rector of Manila University, was also present. Many old pupils of the Macao Jesuits were there, and their parting with their former teachers was most pathetic. Father Arkwright who will long be remembered by all who knew him as one of the most beautiful and gentle characters as well as one of the ablest and most efficient teachers who have ever worked in the Far East was among the exiled fathers. He is going to Cochín, on the Malabar Coast, of India, there to work for the cause to which he has devoted his whole life. Many more Catholics would have been present, but were prevented by business from doing so. They however, sent their heartfelt farewells, by good representatives. We wish Godspeed to these good Jesuits.

KOLANGSU (AMOI) MUNICIPAL COUNCIL.

Minutes of a meeting of the Council, held at the Board Room, on the 8th November, 1910.

Present.—Messrs. W. Kruse (Chairman), C. Lee, H. B. Pike, L. I. Thomas, K. Tsuburabara, the Health Officer, the Secretary and the Assistant Secretary.

Mr. H. B. Pike was introduced and took his seat, vice Mr. J. Mancini, resigned.

The minutes of the last meeting were read and confirmed.

With reference to minute 5 of the last meeting, it was proposed by Mr. Kruse, seconded by Mr. Thomas, and carried unanimously, that the Senior Council be requested to call a special meeting of the ratepayers for Tuesday, the 22nd inst., at 4.30 p.m., at which will be submitted the following resolution:—

"That this meeting of ratepayers sanction expenditure on sinking an experimental artesian well."

A despatch was read from the Senior Council, together with a translation of a letter from the Hailfengling accompanying same, regarding certain stolen property pawned in Amoy. It was decided to request the Senior Council to again ask the Hailfengling to call on the pawnshop keeper to refund \$8, being the amount paid for the recovery of the property, as the Council could not agree with the pawnshop keeper's contention that such shops were justified in accepting goods in pawn which had the foreign owner's name clearly marked thereon, without first making some inquiries; moreover such reimbursement had to be made in the past. (See correspondence between the Senior Council and the Capt. Superintendent, 17th and 20th April, 1909.)

Leave was granted to the London Mission and the English Presbyterian Mission to remove certain stone at present in the way of their building operations; and to Mr. L. C. Lin to straighten the boundary wall of his property when rebuilding same.

The Opp. Superintendent reported that the following cases had been dealt with at the Mixed Court since the last meeting:—

SUM CONSES.

Debt 5, illegally buying a child 1, Assault 2, Refusing to quit premises 1, Failing to carry out a judgment of the Court 1, Trespass 1.

SUMMARY ARRESTS.

Illegally pawning sundry articles 1, Being abroad after 12 M. without a light 1, Assault 4, Being concerned in illegally selling a child 2, Committing a nuisance 2, Creating a disturbance 3, Breach of the Opium Regulations 4, Receiving stolen property 1, Theft 3.

(Signed), W. KRUSE, Chairman.

By order, C. Berkeley Mitchell, Secretary.

ST. JOHN'S CATHEDRAL.

LITTER FROM BISHOP OF VICTORIA.

The following letter, accompanied by a list of services for Advent, has been sent us for publication:—

To Members of the Congregation.

DEAR FRIENDS,

May I commend to you the list of services for Advent? The Season will be observed by members of our Church all over the world, and it is an opportunity for us to join in spirit with them. Above all, it is a call to us to reconsider and apply the great foundation facts that the Son of God became incarnate "for us men and our salvation" and that He is certainly coming again to judge the quick and the dead. We live in an age when there is much to render our daily lives then verities less potent in our daily lives than they should be. So I trust all members of the Cathedral congregation will make good use of the means offered them of quickening their religious faith, and deepening their spiritual lives. If there are any who desire to become communicants or to resume the practice of coming to Holy Communion but are deterred by any difficulty, either of the Chaplains or myself will gladly give them the benefit of spiritual counsel and advice to the quieting of the conscience and avoiding of all scruple and doubtfulness.

I remain, Your faithful friend and Bishop, G. H. VICTORIA.

S. PAUL'S COLLEGE, November 17th, 1910.

NEWS FROM THE NORTH.

OPHIUM.

(Specially Translated for the "Hongkong Telegraph")

Prince Kaog and H.E. Lu Jun-hsiang, High Commissioners for the suppression of opium, have had a lengthy discussion and have held an inquiry into the possibilities of a more rapid suppression both of opium-smoking and the growth of the poppy. They have brought the matter before the Commissioners for Constitutional Reform, and before the Revenue Council, suggesting that a translation should be held with the British Minister to discuss the question of the proposed increase of the duty on imported opium. The Ministry in question has pointed out that when the late Viceroy of Canton increased the levy on imported opium the British authorities raised a strong protest, and the Chinese Government had to give instructions that the excess duty should be removed, and therefore there appeared to be little hope of successful negotiations with the British authorities on this point.

THE EDUCATIONAL PROBLEM.

The Minister of Education, H. E. Taog, has personally instructed his subordinates to make haste in submitting their joint report on educational reform in order to equip the younger generation with a thoroughly up-to-date education.

NEW BANK NOTES.

It is reported that the new currency will be put in circulation next year. The new bank notes were printed by the Ministry of Finance's printing office, and were submitted to the Prince Regent for approval. The emolument of the officials for next spring will probably be paid in the new tokens.

A DELIMITATION QUESTION.

The Ministry of Foreign Affairs has written to the Russian Minister in Peking pressing for the early appointment of a Commissioner by his Government to delimit, with the joint assistance of the Chinese Commissioner, the boundary between Russian and Chinese territory on the North-West, in accordance with the agreement recently entered into between the two countries.

REQUEST TO ISSUE BONDS.

The Chinese Chamber of Commerce has written to the Shanghai Taotai requesting him to issue the Government bonds at once to the Chinese creditors of the Ching Yuan, Shao Kang, and Hing Yee Banks, in payment of fifty per cent. of their debts, in accordance with the arrangement made by the late Taotai.

FOREIGN LOANS.

In order to ascertain the feelings of the people of the provinces of Hupoh and Huanan concerning the proposal to invite foreign loans for the construction of railways in these provinces, E. Viceroy of China, to cause inquiries to be made on the subject. The Ministry of Posts and Communications is now informed that the people are still very touchy upon this matter and anything that is done should be characterized by the utmost caution.

AN ENRAGED PRINCE.

With reference to the raising of public loans for Huanan, Prince Pu-lin approached the Grand Council to deal with the matter but was severely reprimanded. The Prince was so enraged that he then and there tendered his resignation to the Prince Regent while in audience. The Regent advised him not to take such a step as the Government would undertake to settle the matter amicably.

EXCITEMENT IN HOLLYWOOD ROAD.

TWO WOMEN CLAIM THE SAME HUSBAND.

Two Chinese women appeared before Mr. J. R. Wood at the Magistracy this morning for creating a disturbance and behaving in a disorderly manner in Hollywood Road late last night. It appears that both the delinquents claimed a certain party to be their husband the final upset of which was a scrap during which the factious parties fought with freised violence and abused each other to the third and fourth generations with equal vehemence. While the free fight was in full progress the man very wisely performed the va'ishagat and left the women to settle the dispute. boy had not finished the argument when they were taken into custody.

His Worship imposed a fine of \$1 on each of the delinquents or in default seven days' imprisonment.

KIND OFFER TO CHINA.

DUSED MUSKETS FOR SALE.

On the 6th inst. a street vendor in Japan who was selling a large number of muskets with bayonets at 10 to 20 sen apiece was taken into custody and condemned to ten days' detention. Upon investigation it was found that an iron and copper dealer named Mr. Kurata Shigesakuro, of Tokyo, had bought from the War Office three years ago 45,000 old Russian muskets and 35,000 Snider rifles with bayonets, at some Yen 20,000. Afterward he tried in all directions to dispose of the arms. Once he attempted to export them to Manchuria, but failed on account of his impossibility of passing the Customs at Dalien. The other day, when Prince Tsai Huan was in Japan, the owner of the arms offered them to the Prince for the use of the Chinese army and navy, but the Prince declined the offer. The owner of the arms finding no possible use for them and seeing that they were becoming rusted and useless, tried to sell them through the hands of a street vendor at the abnormally lower prices mentioned above, on the occasion of the Fete of the Yasukuni Shrine, and was even prevented in this.

TYPHOON WARNING.

The telegram quoted below was received from the Manila Observatory at the American Consulate-General to-day:—
Manila, November 26th, 9.30 a.m.
Cyclone or Typhoon S. of Yap, almost stationary.

NOTES BY THE WAY.

REPUBLICAN GENEROSITY.

It has been said that a prophet is never honored in his own country but in Portugal, it would seem that the good work of disinterested education is held in a discount. By the expansion of the harmless but immensely useful Jesuit Fathers from Macao, the self-appointed Government of the world's youngest Republic have inured such odium as is not likely to be easily effaced from the memory of present and future generations. Such high-sounding and empty phrases as a new era of "anterior morality" and "immaculate justice" being ushered in may be very well in their way but are apt to be judged by their deeds and not mere words. The reckless conduct of these political bandits will remain indelible on the minds of refined and cultured people and will mark another besmirched page of the pages of the world's history.

BRITISH POLITICS.

The political horizon in England is clouded by gloomy specters. The Veto Conference, from which great things were expected, has, as we know, turned out to be a signal failure and very shortly we may expect to hear of a territorial political cataclysm at Westminster. Veto who are far removed from the scenes of party strife may not be inclined to give the matter the measure of attention which it fully deserves but this unique political quirk is fraught with the greatest of issues, involved as it is in matters of the greatest moment to the Constitution. Had the late King Edward lived, an amicable settlement might have been arrived at but as it is, the country is on the eve of another General Election. We all know what that means. As usual, the principal question will most probably be lost sight of in insignificant side-issues, for there are wheels within wheels as far as an English General Election is concerned. Indeed, the occasion would be shorn of its significance were it to be separated from its meddlesome influences, which seem to be lavished with a peculiar glory. So on with the battle, ye frenzied fanatics, and let madness be uncuffed!

THE ETIQUETTE OF CALLING.

I have been reading in a Colonial paper of a curious habit which prevails in M.—in that city, married people seem to consider that the bachelor newcomer must call upon them if he wishes to have the pleasure of knowing them, while the bachelor, who has been in the place some time, is in common with the freshly imported, is equally expected to call upon married people who have returned from leave or from prolonged absence in another part of the country. This, we are told, is a form of ceremony which resolves itself, in the majority of cases, into the perfunctory leaving of cards, for the very good reason that at the time when calls are made, houses are usually empty. In a few instances, a card box enables the would-be caller to locate his objective, and further makes it fairly certain that his cards be leaves will actually be found by those for whom they are intended, not by any means a certainty when they have to be deposited in the verandah owing to the not infrequent total absence of domestics. I wonder how many people in Hongkong the above facts will interest? Not very many, I fancy. I know several good fellows who never make any calls at all, they only call they ever trouble about are at their favorite bar and there the simplest of conversation suffices.

PAAYING EXTRAORDINARY.

I have heard a lot of stories about wonderful missionaries and their not less wonderful legends but for sheer ingenuity of mind the following easily takes the palm:—The president of the Baptist Union of Victoria last month told a Sydney audience how, whilst acting as secretary or something of a religious society, he once prayed to the Lord for £100 to pay off an over rate of £24, which threatened to double it if by the time the next meeting came to hand. The £100 didn't arrive promptly, and the good man's faith began to waver; in fact, he reduced his demand to the £24 that was actually required. When he seemed about to curl up altogether a letter from a devout firm was handed him, enclosing a cheque for the full amount. (Good applause.) The pious narrator finished his story neatly in this wise: "That was lovely, wasn't it? I do think the Lord came just in the nick of time, as if the Lord had said, 'You asked for that hundred, and you ought not to have dropped to twenty-four.' The ordinary sinner, in the same circumstances, would have interpreted the message thus: 'You asked for a lot more than you actually needed; it would have been more grateful to have asked for £24, which sum would have covered the debt. You might remember that you are not saving all the sinners for me, and that I have use for my money. However, here is the £100. I have purposely kept you waiting in order that you might think hard before you again asked me for an excessive amount.' The real moral of the story seems to be that, when asking the Lord for a thing, one should pray in a loud voice whilst a rich and generous parishioner is in the vicinity. One can even imagine the prudent petitioner reading round one of the fifties to pluck the rich parishioner hard if he seemed to be doing.

A ROYAL ANECDOTE.

An interesting incident in connection with one of the Queen's motor excursions in Scotland, has just transpired. Queen Mary, accompanied by Lady Frances, Lord Rosebery, the Marquis de Soveral, and Sir Henry Legge, set out the other afternoon to Dunrobin Castle, the famous ruin in the vicinity of Stonehaven. The arrival at Dunrobin Castle was quite unexpected, and when the aged custodian heard the bell ring he peeped over the battlements and saw below a small company of ladies and gentlemen. "Have ye any tickets?" he asked. "No," came the reply. "Then ye'll hae to pay a licence, this piece," declared the worthy custodian, much to the amusement of the distinguished visitors. Fortunately, they were able to raise the necessary sum, although Lord Rosebery may have recollected the occasion when he left his purse at an hotel, and was refused credit for 4d by an Aberdeen bookseller. "If ye canna pay the licence ye canna get the books," said the canny Aberdeen.

BRIDGE.

Bridge, says an engaged enthusiast, saves Society from much cruel gossip. Yes but it doesn't save that chump of a partner from your few well-chosen words at the end of the rubber.

CARVAL CRITIC.

THE QUADRUPLÉ AGREEMENT.

No more satisfactory piece of news has come to hand in recent months than the announcement that Great Britain, the United States, Germany and France have practically decided to pool their interests in any forthcoming Chinese loans and drop the absurd and undignified tactics that have more than once been adopted in order to obtain exclusive loan agreements. The decision is not only a wise one so far as the four syndicates themselves are concerned but it promises much for China. As we have shown more than once there is no doctrine and no principle so easily liable to abuse as the doctrine of

SPHERES OF INFLUENCE.

That doctrine is incompatible with the genuine adoption of the policy of the open door, as the present bitter experience of Manchuria is standing evidence. Whenever a country claims a sphere of influence it has a tendency to close the door to the enterprise of other nations, and as the sphere of influence becomes more clearly defined the Power claiming it becomes more and more fully regarded as the actual owner of the country, as has been the case with portions of Siam; and eventually the sphere of influence is converted into a territorial possession, as again we have seen in Siam, and as Japan and Russia would like to demonstrate in Manchuria. Hence the immediate effect of the decision reached by the financial groups that form the Quadruple Loan Syndicate is to lend powerful support to the assurances of

CHINA'S INTEGRITY.

which the Chinese Government has from time to time received from the Powers. Whilst the pre-eminence which certain Powers now enjoy in various parts of China will doubtless continue for some time to come, the agreement which has been reached should do much to break down the exclusiveness that has hitherto been attempted in these clearly defined areas. Thus Germany will doubtless lead the way in Shantung, Great Britain in the Yangtze Valley, France in Kwangsi and Yunnan; but whenver funds are needed and a loan negotiated all four Powers are to

SHARE IN THE BENEFITS.

It would be difficult to over-rate the significance of this in some parts of China. To begin with the most serious problem we have is that of Manchuria. Japan and Russia have hitherto succeeded in keeping out United States capital and British engineering, but it will be a much more serious matter to oppose the Quadruple Syndicate, supported by the four Governments concerned. The friendship between Germany and Russia is perhaps not so strong as it was, but should Russia oppose the introduction of Quadruple capital in Manchuria that friendship will be considerably weakened, and at the same time the much more sincere friendship with France would be imperilled, and all for the sake of friendship with Japan. The agreement now concluded brings within a much closer range of practical politics the carrying out of extensive railway and development works in the Three Eastern Provinces.

Not alone in Manchuria will the agreement prove of advantage to China. As is well known, the French Government has sought to CLAIM A PREFERENCE in the supply of loans and skill for the development of Kwangsi and southern Yunnan, and we have repeatedly pointed out the danger of conceding to French demands. The same applies though to a lesser extent, for natural boundaries assist China very considerably, to the British offers of capital for the development of western Yunnan, southern Szechwan and Tibet. The objection in both these cases is that France and Britain have their own possessions marching with those of China, and however good the faith of these two nations may be there is always a tendency to convert commercial interests into political, a tendency which the agreement will very considerably reduce even if it does not remove it altogether.

Now that the four syndicates have reached so sensible a position with regard to each other we may have hope that something will be settled with regard to

CHINA'S BORROWING OF FOREIGN FUNDS for railway purposes. The loan already provided for, primarily through the United States, is required for the purpose of putting China's finances, beginning with the currency, on a sound foundation and for the development and strengthening of China's position in Manchuria. The Central Railways are not yet provided for, as it would appear that the local merchants and gentry are not able to live up to their expectations in the matter of raising their own funds for the financing of this undertaking. Unless the country is to suffer quite unnecessary retardation in its commercial, political and strategic development a very early decision must be made in regard to these railways, and we can see no really satisfactory way in which the situation can be met except by bold acceptance on the part of Peking of foreign funds. Whatever the decision it cannot now be longer delayed.—*Not only Review.*

FOOTBALL.

B.O.C. vs. R.A.M.C.

An interesting scratch game was played between representatives of the above teams. In the opening stage of the game the Boys scored one point and later on increased their score by another. The Military men tried several times to equalize but nothing resulted, the game thus ended in a win for the B.O.C. by two goals to nil.

LEAGUE MATCH.

The Police team and the 83rd Co., R.G.A. played their League Match yesterday afternoon on the Military ground. The game was a one-sided affair and resulted in a win for the Royal Garrison Artillery by the formidable margin of six goals to nil.

The Police team has improved considerably and should make a good team with more practice.

COMMERCIAL.

24th November, 1910.

The following quotations for rubber shares by wire, are supplied by Messrs. R. S. Kadoorie & Co.:

Alagars	5/
Anglo-Javas	Tls. 71
Anglo-Malays	24/
Balgowales	510/75
Bentams	7/
Caray Uniteds	17/6 prem.
Castelfields	120/
Changkat Sargangs	58/
Cheras (part paid)	53/ prem.
Do. (fully paid)	518
Damansaras	150/
Eastern Internationals	13/9 prem.
Glenohlys	200
Highlands and Lowlands	107/6
Indragiris	513/
Kamonnings	6/ prem.
Kuala Lumpurs	165/
Ledburys	74/
Linggis	46/9
London Atlantics	13/6
London Ventures	13/
Maitlams	6/
Pajamas	511/
Pegohs	53/
Rubber Titbits	11/ prem.
Sandycrofts	5/6
Sapongs	27/
Seafords	149/
Shelfords	72/6
Singapore & Johore	513
Sungel Chobis	95/
Sungel Kapars	33/9
Tangkals	33/
Tongtrangle	100/
United Sargangs	117/6
United Singapore	514
United Sumatras	8/9
United Langkats	80/
Duffs	126/
Trochis	32/6
Para Rubber	613 per lb.

WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. E. S. Kadoorie & Co. write:—Business remains very dull and there are no changes of any importance to record.

Rubber.—The rubber stocks remained very steady with little business passing—Singapore stocks remain inanimate. Para Rubber is quoted 613/ from London by cable.

Banks.—Hongkong and Shanghai Banks have been in good demand but very little business has been transacted owing to the difficulty in finding sellers. They are now asked for at 880/. Nationals are the same, asked for at 880/.

Marine Insurances.—Cantons have been dealt in to some extent at 518/. There are buyers of Unions at 5815 and possibly a higher rate could be obtained. North China can be placed at Tls. 110. Yangtze are unchanged at 1150.

Fire Insurances.—China Fires have been sold at 5116 and Hongkong Fires at 5350. Shipping.—Hongkong, Canton and Macao Steamboats have changed hands at 531/ but holders now ask for 541. China Manilas are offering at 53, and Douglas Steamships at 521. Indos are quoted at 558 nominal but shares could be placed a little below this rate. The General Managers have announced an interim dividend of 3 per cent. on the Preference shares, payable in London on 30th inst. The price at home comes slightly lower, viz. 53 1/2 for the Preference shares and 51 1/2 for the Ordinary. Star Ferries have found buyers at 5-3 and the partly paid at 512. Shells, according to latest telegraphic advice from London, are quoted at 82/.

Refineries.—China Suga remains steady at 5125 with some inquiry for shares at slightly under this figure and Levons at 52.

Mining.—Raub appears to be out of favour and are obtainable at 561. Chinese Engineering and Mining Company shares are in demand at Tls. 10.

Docks, Wharves, and Godowns.—Hongkong and Whampoa Docks are in some request and business has taken place at 51. Shanghai Docks are off ring at Tls. 70. Kowloon Wharves are again lower with shares offering at 54. Hongkong Wharves have advanced to Tls. 64. Lands, Hotels and Buildings.—Hongkong Lands are obtainable at 5100. Humphreys have weakened to 562. Kowloon Lands have been booked at 534. Shanghai Lands come lower and have been sold at Tls. 105 and Tls. 106. Hongkong Hotels are asked for at 59 1/2 while the new shares can be got at 50. West Points remain steady at 89.

Cotton Mills.—Hongkong Cottons are inquired for at 34 1/2 but there are no sellers at present. All Northern Mills shares are lower. Ewas are quoted at 587 1/2. Loon Kung Mows at Tls. 48 and 50y Chees at Tls. 250.

Miscellaneous.—China Boreas are firm at 510. Dairy Farms at 51 1/2 and Hongkong Electric at 50. China Providents are off ring at 57 1/2. Cements at 51 1/2. Ropes at 58 and Watsons at 56 1/2. China Lights have been sold at 90 cents.

Exchange.—The Bank's drawing rate on London is 1/10 5/16 on demand and the T/T rate on Shanghai is Tls. 73 1/2.

FREIGHT MARKET.

Messrs. Lamko and Roggo state in their fortnightly freight circular:—

During the period elapsed since writing our last Circular shipping business generally has exhibited very little life indeed. At the close of operations in most directions are at a deadlock as far as the South is concerned, whilst the North reports that freights have continued to improve, there being a good inquiry for tonnage in various directions and for the time being the demand considerably exceeding the supply. As to the outlook for the near future, all will depend upon the development of the Yangtze business, if this source should give away we are afraid that owners will have to contend—as is usual at this time of the year—with at least a couple of dull months to come.

Salmon/Hongkong:—The rate stands unchanged at 9 cents, and chartering is confined to a solitary settlement, the boat in question belonging to the New Company, cargo consisting of Faddy and Rice flour only.

Salmon/Philippines:—Rate has receded and a single fixture only has transpired on basis of 35,000 piculs at 22 cents to Manila.

Salmon/Java:—Inquiry for prompt tonnage has resulted in a charter at 24 cents to one port N. C. Java.

Java/Hongkong:—Local sugar market is still very depressed. Stocks held here are plentiful and no new business is expected for some time.

Salmon/Japan:—As for next season, reports have it that Japan has contracted for some 60,000 tons for Spring shipment, the bulk of which most likely will be carried by Japanese tonnage. Prices for now grain have risen considerably and rice dealers are reluctant to contract for further forward deliveries, except at enhanced prices.

From Bangkok to this, chartering of outsiders remains quite impracticable.

Haiphong to Shanghai:—The Norw. s.s. Proteus has been fixed in Shanghai for a cargo of cement on lump sum basis of \$4500, rate working out at about 60 cents per cask. Locally, a part-cargo of 1,700 tons cement in bags has been booked by a Huer Hongkong to Hankow at \$3 per ton.

Haiphong to Hongkong:—One of the regular Steamship Lines has had inducement to take up outside tonnage, the Germ. s.s. Sista for a trips, terms are withheld.

Newchwang Canton:—One fixture was done up North at the reduced rate of 29 cents. The local bean market has somewhat improved lately allowing charterers to offer as high as 32 cents; however, tonnage for loading prior to the closing of the port of Newchwang being unobtainable business did not come off. The port must have been closed by now.

Taiwan has already had one charter to Canton part-cargo of 20,000 piculs at 29 cents. Coal Freight:—Fixtures have been effected as follows:—Wakama 20/0 Hongkong 5/65, Moji/Hongkong 5/60, Wakama/Canton 5/125, for prompt loading, Full Load to Singapore 5/225, and Full Load to Canton 2/50 per 100.

Timecharter:—Nor. s.s. Solva's charter has extended for 6 months at \$375. Sira, Car. trading between Bangkok and Singapore, Nor. s.s. Sira 3 months at \$450.—and Chinese s.s. Hsin Shin for 21 months at same rate, both being employed in the cattle trade between Cochinchina and the Philippines.

Sail Tonnage:—Loading or to load:—For Baltimore and New York Bilt. ship Tulo 10/15, 552 tons net. reg. to load in November/December.

Sail Tonnage Disengaged:—None.

Departure of Sailing:—None.

RIGHT FOR THE WORLD'S OIL TRADE.

£100,000,000 CAPITAL INVOLVED.

A great fight with money and brains is now being waged between two sets of financiers to secure control of the petroleum oil trade of the world.

Sixty millions sterling is the capital on one side in the fight, forty millions on the other. The Standard Oil Company, a great American Trust, with Mr. Rockefeller, the richest man in the world, at its head, controls the former amount; while the latter is the market value of the concerns associated with the Shell Trading and Transport Company of London, of which Sir Marcus Samuel is the chief man. In the fight on the side of the latter are Messrs. Rothschild of Paris.

Although the Standard Trust has for some time been engaged in attempting to defeat the competition of the oil interests in Mexico connected with Lord Cowdray (Sir William Pearson) and has been fighting the oil authorities in Austria, its great contest is, and will be, with the "Shell."

The operations of the Standard Company and the Shell Company come in contact at many points, and up till a few weeks ago there was an arrangement between them to maintain an equilibrium of prices.

That arrangement has now fallen to the ground. War to the knife has been declared. It will be waged not only in London and New York, but throughout Europe and in Asia. While the Standard Trust is sending oil to spoil the market in the East Indian islands, where its competitors are actually producing oil, the Shell financiers have begun sending large consignments to America, and are selling it at a profit.

The Shell group, which includes the Royal Dutch Company and the Asiatic Company, claim that the increasing popularity of their petrol has brought matters to a crisis. This may be taken as their view of the situation:

In the petrol trade of Europe the proportion of the Shell business is 65 per cent. to the Standard's 35. But the Standard does perhaps 65 per cent. of the total kerosene-distributing business. It approached the Shell Company with a proposal that the latter should hand over 25 per cent. This was refused. The Shell and Royal Dutch Companies have now made themselves sole proprietors of the Standard oil.

The attacks of the Trust are said to be manifested in various directions. It has lowered prices in the East India markets to a rate which gives, it is alleged, no return for the oil it is shipping, a counteract the development of the oilfields in Egypt it has greatly lowered the price of kerosene there. The Shell and Royal Dutch Companies, on the other hand, have disposed of 50,000 tons of petrol for the United States at prices 50 per cent. above those which the Standard is realising in Europe. They do not, therefore, fear competition.

Meanwhile oil shares are falling rapidly on the Stock Exchange, and the price of petrol in England has dropped 31d a gallon and may be expected to go very much lower.

To-day's Advertisement.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUET CANAL

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG

FOR BOSTON AND NEW YORK.

S.S. "SIKH" {Sailing on or about 15th December.

For Freight and further information, apply to

DODWELL & CO., LIMITED,

Agents.

Hongkong, 26th November, 1910. 116

HONGKONG'S NEW REGIMENT.

RECORD OF SERVICES.

The 1st Battalion King's Own Light Infantry, which arrives at Hongkong shortly from Capetown, is an old and distinguished corps. It was formed in the year 1755 as the 53rd Regiment, which was subsequently changed to the 1st Regiment. In 1788 it went abroad on active service, and at the battle of Minden laid the foundations of its reputation as one of the finest regiments in the British service. Then followed service in Ceylon, when it was commanded by the celebrated Sir John Moore, the campaign in the Peninsula War, in the course of which it gathered imperishable laurels at the battles of Corunna, where its old colonel fell in the arms of victory Salamanca, Vittoria, Pyrennes, Nivella, Orthes, the storming of Badajoz, and the crowning victory at Waterloo, when it was engaged in repelling the French attacks on Hougmont. It participated in the second Burmese War of 1825, the Jowaki Expedition, 1871, the Afghan War, 1878-79; the Burmese Expedition, 1886-87, and many other minor affairs. Its 2nd Battalion, which was the old 10th Regiment, formerly of the East India Company's service, represented the regiment in the Tirah Expedition, 1897-98, and in the South African War, 1899-1900. It fought magnificently at Belmont, Estlin, Modder River, Magersfontein, and Paardeberg, and numerous smaller actions and skirmishes of that protracted struggle. The 1st Battalion lost 9 officers and 115 men killed in action, died of wounds or disease, and 11 officers and 155 men were wounded in action.

Events Coming.

Wednesday, 3rd November.
St. Andrew's Hall.

Saturday, 3rd December.
Boxing at City Hall, 9 p.m.
Bazaar at St. Paul's College.

Thursday, 6th December.
Bazaar at St. Andrew's Hall in aid of Asile de la Sainte Enfance.

Wednesday, 21st December.
Hongkong Philharmonic Society Concert.

Friday, 23rd December.
Police Ball.

Saturday, 31st December.
Concert at Club Germania.

SENNET FRERES

are unrivalled in Hongkong for their Wide and Choice Stock of JEWELLERY of every kind, ORNAMENTS, CUT GLASS WARES, &c.

CALL AND SELECT XMAS AND NEW YEAR PRESENTS.

For variety and beauty our stock this year is unsurpassable.

Hongkong Hotel Buildings.

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IT PAYS BEST

IN THE LONG RUN TO GO TO

KUHN AND KOMOR who have experience and expert knowledge.

If you want to buy

CURIOS THAT ARE THE REAL THING

and not shoddy imitations visit KUHN AND KOMOR'S STORE,

Hotel Buildings, Hongkong. Established 1867.

[79]

THE FAMOUS

"CHIEF WHIP" CIGARETTES.

We have just received a fresh consignment of these Fino Virginian Cigarettes from England. They are rapidly attaining a popularity that is unapproached by any other Cigarettes on the Market.

50 cents per tin of 50.

Order early from

H. PRICE & CO., LTD.

12, Queen's Road (Central),

HONGKONG.

Hongkong, 24th November, 1910.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 11 DAYS YOKOHAMA TO VANCOUVER. 27 DAYS HONGKONG TO VANCOUVER. SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c. (Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong	From St. John
"EMPRESS OF JAPAN" SATURDAY, DEC. 17TH.	"ALLAN LINE" FRIDAY, JAN. 13TH.
"EMPRESS OF CHINA" SATURDAY, JAN. 14TH.	"ALLAN LINE" FRIDAY, FEB. 10TH.
"MONTAGLE" WEDNESDAY, JAN. 25TH.	"ALLAN LINE" FRIDAY, MAR. 10TH.
"EMPRESS OF INDIA" SATURDAY, FEB. 11TH.	"ALLAN LINE" FRIDAY, APR. 7TH.
"EMPRESS OF JAPAN" SATURDAY, MAR. 11TH.	"ALLAN LINE" FRIDAY, MAY 5TH.
"EMPRESS OF CHINA" SATURDAY, APR. 8TH.	

"Empress" Steamers will depart from Hongkong at 7 a.m. 12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are unexcelled vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including meals and berth in sleeping car while crossing the American Continent by Canadian Pacific direct line) £71.10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application to Agents.

Through Passengers are allowed Stop over privileges at the various points of interest on route.

R.M.S. "MONTAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port £48/-

Via New York £45/-

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—L. W. GRADDOCK, General Traffic Agent, Corner Peddar Street and Praya (opposite Blake Plaza).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

Shanghai	Steamship	On
SHANGHAI	CHOWSANG	TUESDAY, 29th Nov., Noon.
SGAPORE, PENANG & CALCUTTA	KUMSANG	WEDNESDAY, 30th Nov., Noon.
MANILA	YUENSANG	SATURDAY, 3rd Dec., Noon.
MANILA	LOONGSANG	SATURDAY, 9th Dec., Noon.
SHANGHAI, KOBE & MOJI	KUISANG	WEDNESDAY, 14th Dec., Noon.

RETURN TOURS TO JAPAN (Occurring 24 Days).

The steamers *Kuisang*, *Namsang* and *Fooksang* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all the latest improvements and are fitted throughout with Electric Light & a daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Choofoo, Tientsin & Newchwang.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD. General Managers.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

From	Steamers	To Sail
SHANGHAI	"LINAN"	26th Nov., Midday.
IOILO & CEBU	"SUNGKIANG"	29th " 4 P.M.
MANILA	"TEAN"	29th " 4 P.M.
HANKOW	"HUPEH"	29th " 4 P.M.
HAIPHONG	"SHANGHAI"	30th " 10 A.M.
SHANGHAI	"CHINUA"	1st Dec., 4 P.M.
SAMARANG & SOERABAYA	"SHANTUNG"	1st " 4 P.M.
MANILA, ZAMBOANGA & AUSTRALIAN PORTS	"CHANGSHA"	17th " 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SORROW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloons.

FAST SCHEDULE TWIN-SORROW STEAMERS (Anhui, Chienan, Linan, Chienan).

With excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloons, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE.

Telephone No. 15.

Hongkong, 26th November, 1910.

HONGKONG PHILIPPINES.

PHILIPPINES STEAMSHIP COMPANY.

Steamship. Tons. Captain. For. Sailing Date.

ROBI 2550 S. Crosby MANILA, ILOILO & CEBU WEDNESDAY, 30th Nov., 4 P.M.

AFIRO 2550 E. Rice MANILA, ILOILO & CEBU WEDNESDAY, 7th Dec., 4 P.M.

For Freight or Passage, apply to SHEWAN TOMES & CO.

SHEWAN TOMES & CO. GENERAL MANAGERS.

Hongkong, 26th November, 1910.

Shipping—Steamers.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
VICTORIA and TACOMA via NAGASAKI, KOBE and YOKOHAMA	"TACOMA MARU"	6,178	WEDNESDAY, 30th Nov., at Noon.
VICTORIA and TACOMA via SHANGHAI, MOJI, KOBE and YOKOHAMA	"PANAMA MARU"	6,059	TUESDAY, 23rd Dec., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for storage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAKAO & ANPING	"SHIBETORO MARU"	MONDAY, 28th Nov.
TAMSUI via SWATOW and AMOY	"DAIJIN MARU"	TUESDAY, 19th Nov., at 10 A.M.

CHEAPEST THROUGH PASSAGE to NANKING, in connection with The Nishin Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st Class.	2nd Class.	3rd Class.
\$73.00	\$55.00	\$27.00

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

For information of Freight, Passages, Sallings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 25th November, 1910. S. HIROI, Manager.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1910
MARSHALLS, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID	AKI MARU, Capt. K. Homma, Tons 7000 MISHIMA MARU, Capt. A. E. Moses, Tons 9100 KAWACHI MARU, Capt. H. Peterson, Tons 7000	WEDNESDAY, 2nd Dec., at Daylight. WEDNESDAY, 21st Dec., at Daylight. TUESDAY, 27th Dec., P.M.
VICTORIA, B.C. & SEATTLE via SHANGHAI, MOJI, KOBE, YOKOHAMA	KAM KURA MARU, Capt. J. Nagao, Tons 7000 AWA MARU, Capt. S. Ishikawa, Tons 7000 ISABA MARU, Capt. K. Kawata, Tons 7000	SATURDAY, 3rd Dec. (From KOBE). TUESDAY, 6th Dec., at Noon. TUESDAY, 3rd Jan., at Noon.
SYDNEY AND MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	YAWATA MARU, Capt. T. Sakino, Tons 5000 MIKO MARU, Capt. M. Yagi, Tons 6200	THURSDAY, 22nd Dec., at Noon. FRIDAY, 20th Jan., Noon.
BOMBAY via SINGAPORE & COLOMBO	COLOMBO MARU, Capt. E. Combes, Tons 5300	TUESDAY, 19th November.
NAGASAKI, KOBE and YOKOHAMA	MIKO MARU, Capt. M. Yagi, Tons 6200	WEDNESDAY, 21st Dec., at Noon.
KOBE and YOKOHAMA	ATSUTA MARU, Capt. Wm. Thompson, Tons 9000	THURSDAY, 8th Dec., at 5 P.M.
SHANGHAI, MOJI & KOBE	OEYON MARU, Capt. Fred Pyre, Tons 6000	MONDAY, 21st December.

Fitted with new system of wireless telegraphy. Cargo only. Carries deck passengers.

PASSENGER SEASON, 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

Steamers.	Tons	Leave Hongkong	RATES OF PASSAGE.
MIVASAKI MARU	9,000	15th Feb.	To London, per New Steamer 1st class Single...Y550
KITANO	9,000	1st March	" " " 2nd class Single... 525
IYO	7,000	15th "	" " " 1st class Single... 550
HIRANO	7,000	29th "	" " " 2nd class Single... 525
TAKAO	8,000	12th April	" " " Old Ste. 1st class Single... 500
KAMO	9,000	26th "	" " " 2nd class Single... 525
AKI	7,000	10th May	" " " 1st class Single... 550
MISHIMA	9,000	24th "	" " " 2nd class Single... 525
Steamers.	Tons	Leave Hongkong	RATES OF PASSAGE.
AWA MARU	7,000	28th Feb.	To Pacific Coast Common Points 1st class Single...Y300
INABA	7,000	28th March	" " " 2nd " " " " 250
TAMBA	7,000	25th April	To London via New York 1st " " " 650
AWA	7,000	23rd May	" " " via St. Lawrence 1st " " " 650

With option of rail between calling ports to Japan.

Connecting with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS in Atlantic Steamers. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sallings, etc., apply to T. KUSUMOTO, Manager.

Shipping—Steamers.

HONGKONG-BOSTON-NEW YORK.



AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL.

(With liberty to call at the Malabar Coast).

S.S. "INDRAPURA" ... TUESDAY, 29th Nov., 1910.

For Freight and further information, apply to SHEWAN, TOMES & CO., General Agents.

Hongkong, 19th November, 1910. [68a]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship "ST. ALBAN'S," Captain Hood, will be despatched as above on SATURDAY, the 10th December, at Noon.

This new Steamer is especially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewards and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 21st November, 1910. [72a]

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, VANCOUVER AND SEATTLE VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Onward
---------	------	---------	--------

Hollandia... 4,410 G. E. Elliott, 15th Dec.

Suez... 6,332 F. S. Cowley, 17th Jan.

Ammer... 6,332 G. B. McGill, 9th Feb.

Calling at Amoy and Keelung if sufficient inducement offers.

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED General Agents.

Queen's Buildings, Hongkong, 9th November, 1910. [7a]

Consignees.

"SHIRE" LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES.

FROM EUROPE.

THE Steamship "DENBIGHSHIRE," having arrived from the above ports, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 1st prox., at 6 P.M. will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns where they will be examined on 1st prox., at 10 A.M. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 25th November, 1910. [73a]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship "KUMSANG," having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods will be delivered from alongside.

Cargo, impeding the discharge or remaining on board after 4 P.M., the 25th inst., will be landed at Consignee's risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, 25th November, 1910. [8]

Consignees.

FROM EUROPE.

THE H. A. L. Steamship "ARABIA," Captain Ernst, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

THIS STEAMER BRINGS ON CARGO Ex ss. Michel from La Pallice Rochefort.

HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 22nd November, 1910. [733]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "SOMALI," FROM ANTWERP, LONDON, MALA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 25th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 21st November, 1910. [4]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship "KAGA MARU," having arrived from the above ports, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 30th November, will be subject to rent.

No Fire Insurance has been effected.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.

Hongkong, 23rd November, 1910. [7c]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENARTY," FROM ANTWERP, LEITH, MIDDLESBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22d prox., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 9th prox., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2d prox., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 25th November, 1910. [718]

HONGKONG TIDE TABLE.

From Nov. 26th to Dec. 2nd, 1910.

HIGH WATER. LOW WATER.

Hongkong Mean Time. Height. Hongkong Mean Time. Height.

Nov. 26 5 15 2.9 11 55 2.9

Nov. 27 5 15 2.9 11 55 2.9

Nov. 28 5 15 2.9 11 55 2.9

Nov. 29 5 15 2.9 11 55 2.9

Nov. 30 5 15 2.9 11 55 2.9

Dec. 1 5 15 2.9 11 55 2.9

Dec. 2 5 15 2.9 11 55 2.9

Dec. 3 5 15 2.9 11 55 2.9

Dec. 4 5 15 2.9 11 55 2.9

Dec. 5 5 15 2.9 11 55 2.9

Dec. 6 5 15

CRAIGIEBURN.

Hongkong, 1st November, 1919

1. The first step in the process of the investigation is the identification of the problem. This is done by the investigator who is responsible for the study. The investigator must first identify the problem that is being studied. This is done by the investigator who is responsible for the study.

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HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.						
NAME.	CLASS.	TONS.	GUNS.	H.P.	CAPTAIN.	LAST REPORTED
Alacrity	despatch-vessel	700	4	1,000	Acland-Commodore P. H. Noble	Shanghai
Astraea	cruiser, and class	4,360	10	7,000	Captain N. B. Kiddle	en route Hongkong
Bramble	river gunboat	720	6	900	Lt.-Comdr B. G. Washington	Shanghai
Britomart	river gunboat	720	6	900	Lieut.-Commander E. H. Donovan	Wai-hai-wei
Cadmus	sloop	1,070	8	1,400	Commander H. Lynes	Shanghai
Cheub	water tank and tug	390	6	300	Master W. Smith	Hongkong
Clio	sloop	1,070	6	1,400	Commander H. R. Voals	Orneling
Fame	torpedo boat destroyer	363	6	5,150	Lieut.-Commander C. E. Land	Hongkong
Flora	cruiser, and class	4,360	10	7,000	Captain John Nicholas	Shanghai
Handy	torpedo boat destroyer	375	6	1,004	Lieut.-Commander B. J. Guy, V.C.	Amoy
Hart	torpedo boat destroyer	375	6	1,000	Lieut.-Commander H. S. Monroe	Hongkong
Jacobs	torpedo boat destroyer	380	6	1,000	Lieut.-Commander G. C. Heathcote	" Hongkong
Kent	cruiser, 1st class	9,800	14	1,000	Captain S. Farquhar	Yangtze
Kimba	river gunboat	616	4	1,200	Lieut.-Commander T. J. S. Lye	Sandakan
Morile	surveying ship	1,070	6	1,400	Captain F. C. Leatham	Hongkong
Miscator	armoured cruiser 1st class	24,600	14	17,000	Act.-Captain A. Lowndes	Mis Bay
Moonmouth	cruiser, 1st class	9,800	14	2,000	Captain H. L. P. Heard	Hongkong
Moorfast	river gunboat	180	3	500	Lieut.-Commander G. F. Lelsh	Yangtze
Nightingale	river gunboat	85	3	800	Lieut.-Commander C. H. Woodward	Amoy
Onion	torpedo boat destroyer	350	6	3,100	Commander Lamb	West River
Robo	river gunboat	85	3	100	Lieut.-Commander Osborne A. C. Douglas	West River
Sandpiper	river gunboat	85	3	100	Lieut.-Commander B. J. Southey	Vangse
Salpe	river gunboat	85	3	100	Lieut.-Commander J. M. Barker	Hongkong
Taku	torpedo boat destroyer	350	6	1,000	Comdr E. J. Trillo	Hongkong
Tamur	receiving ship	4,500	6	800	Commander O. J. Eyres	Yangtze
Teal	river gunboat	180	3	800	Lieut.-Commander R. J. Buchanan	Shanghai
Thistle	river gunboat	710	6	1,000	Lieut.-Comdr M. B. Baillie Hamilton	Hongkong
Virago	torpedo boat destroyer	355	6	6,300	Lieut.-Commander C. E. Land	Singapore
Waterwitch	surveying ship	620	4	450	Lieut.-Commander R. L. Hancock	Hongkong
Whiting	torpedo boat destroyer	360	6	5,900	Lieut.-Commander G. B. Hartford	Yangtze
Widgeon	river gunboat	195	3	800	Lieut.-Commander M. H. Wilding	Yangtze
Woodcock	river gunboat	190	3	550	Lieut.-Comdr. D. R. Brooks	Yangtze
Woodlark	river gunboat	190	3	550	Lieut.-Commander G. F. A. Melock	Yangtze

Flying Flag of Vice-Admiral Sir Alfred L. Watson, K.C.B., V.C., C.M.G., Commander-in-Chief.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIN & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT		
BANKS.							
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$150,000	\$2,029 3 0	\$2 for first half year ending 30.6.10 @ ex 1/9 = \$22.45	800 buyers \$26 10/
National Bank of China, Limited	99,925	27	26	\$1,000,000 \$100,000	\$30,552	\$2 (London 1/5) for 1903	180 buyers
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,000,000 \$100,000	none	\$15 for 1909	8 1/2 % \$180 sales
North China Insurance Company, Limited	10,000	245	25	\$1,000,000 \$100,000	Tls. 205,719	Final div. of 7 1/2 % for '09 making 15 % in all	5 % Tls. 210
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$1,000,000 \$100,000	\$287,084	Final of \$20 per share, making in all \$50 per share for 1908 and an interim divid- end of \$30 per share for 1909.	8 1/2 % \$350
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000 \$100,000	\$7 7,517	\$12 for year ending 31.12.08 and interim of \$3 on account of 1909	7 1/2 % \$195
FIRE INSURANCES.							
China Fire Insurance Company, Limited	20,000	\$100	\$30	\$1,000,000 \$100,000	\$4,810	\$6 and bonus \$2 for 1908	7 % \$116 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$100,000	\$426,218	\$27 for 1908	8 % \$350 buyers
SHIPPING.							
China and Manilla Steamship Company, Limited	10,000	\$25	\$25	\$57,743 \$50,000	Dr. \$37.7	\$12 for 1908	8 1/2 % \$38
Douglas Steamship Company, Limited	10,000	\$50	\$50	\$100,000 \$100,000	nil	\$2 1/2 for year ending 30.6.1908	8 1/2 % \$21 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	20,000	\$15	\$15	\$50,000 \$50,000	\$20,766	Dividend of \$1 1/2 for 30.6.10	8 1/2 % \$31 1/2 sales
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	25	25	\$138,100 \$138,100	Dr. 537.82	6 1/2 for 1907 on Preference shares only @ ex 1/9 11/16 = 31.154	5 % \$58 sellers
Do. (Deferred)	60,000	25	25	\$138,100 \$138,100	Dr. 537.82	Final div. of 3/6 per sh. (coup. 14) making in all 4/6 per sh. for '09 & an int. div. of 12. per sh. on acc. for '10	5 % \$21 sellers
"Shell" Transport and Trading Company, Limited	2,000,000	2 1/2	2 1/2	\$200,000 \$200,000	\$192,994	A dividend of 7 1/2 % for year ending 30.4. 1910 A bonus of 5 %	5 % \$21 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$50,000 \$50,000	\$4,159		5 % \$12 1/2 sellers
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$50,000 \$50,000	Dr. \$6,000	\$5 for half year ending 30.6. 1910	6 % \$124 buyers
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	\$50,000 \$50,000	Dr. \$15,891	\$5 for 1897	6 % \$12
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	1/10	1/10	\$100,000 \$100,000	\$1,435	Final div. of 1/10 for the year 1910 making 15 % (coupon No. 15)	9 % Tls. 15 buyers
Headwaters Mining Company	60,000	1/10	1/10	\$60,000 \$60,000	none	Final year	9 % Tls. 10
Raub Australian Gold Mining Company, Limited	150,000	1/10	1/10	\$150,000 \$150,000	\$4 7 1/2	\$3 per share 1st dividend	5 % \$6 1/2 sellers
Oriental Consolidated Mining Co., Ltd.	500,000	1/10	1/10	\$500,000 \$500,000	none	Final of Gold \$0.65 for 1909 in all G \$1.15	5 % \$3 1/2
Docks, Wharves & Godowns.							
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$25,000 \$25,000	Dr. \$8,460	\$1.75 for year ending 31.12.08	5 % \$5 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$550	\$50	\$550,000 \$550,000	\$264,847	\$2 1/2 for 1909	4 1/2 % \$52 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$50,000 \$50,000	\$218,735	\$2 1/2 for half year ended 30.6. 1909	4 1/2 % \$50 buyers
Shanghai Dock and Engineering Co., Ltd.	Tls. 55,700	Tls. 100	Tls. 100	Tls. 55,700 Tls. 55,700	Tls. 9,222	Final of Tls. 3 1/2 making Tls. 6 in all for year 1904 1910	8 % Tls. 70
Shanghai and Hongkong Wharf Company, Limited	25,000	Tls. 100	Tls. 100	Tls. 25,000 Tls. 25,000	Tls. 9,222	Interim of Tls. 3 for 1910	7 % Tls. 95
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 25,000 Tls. 25,000	Tls. 4,314	Tls. 6 for year ending 27.2.10	6 1/2 % Tls. 97 sellers
Central Stores, Limited	50,123	\$15	\$15	\$15,000 \$15,000	\$24,041	\$2 1/2 for 1909	6 1/2 % \$124 sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$60,000 \$60,000	\$2,477	\$3 on old shares \$150 on new shares for half year ending 30.6.10	6 % \$97
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$50,000 \$50,000	\$27,914	Interim of \$3 1/2 for 1910	7 % \$70
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$150,000 \$150,000	\$5,471	45 cents for 1909	6 % \$64 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$300,000 \$300,000	\$269	\$2 1/2 for 1909	8 % \$34
Shanghai Land Investment Company, Limited	70,000	Tls. 50	Tls. 50	Tls. 3,500,000 Tls. 3,500,000	Tls. 61,969	Interim of Tls. 3 for 1910	6 1/2 % Tls. 105
West Point Building Company, Limited	12,500	\$50	\$50	\$625,000 \$625,000	\$1,958	Interim of \$1.80 for 1910	6 1/2 % \$20
COTTON MILLS.							
Kwo Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 50	Tls. 1,000,000 Tls. 1,000,000	\$10,991	Tls. 11 for year ending 31.10.09	8 1/2 % Tls. 90
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,250,000 \$1,250,000	\$9,551	50 cents for year ending 31 7 08	8 1/2 % \$41 buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 750,000 Tls. 750,000	\$1,817	Tls. 7 1/2 for year ending 30.9.09	10 % Tls. 51
Lao-keung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 800,000 Tls. 800,000	Tls. 4,829	Tls. 5 for 1909	10 % Tls. 50
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 200,000 Tls. 200,000	Tls. 11,173	Tls. 3 1/2 for 1909	12 1/2 % Tls. 150
MISCELLANEOUS.							
Bell's Asbestos Eastern Agency, Limited	8,604	12 1/2	12 1/2	\$1,000 \$1,000	\$648	15 % per share for 1909	18 sellers
China-Borneo Company, Limited	60,000	\$12	\$12	\$720,000 \$720,000	nil	60 cents for 1909	6 1/2 % \$10
China Light and Power Company, Limited	50,000	\$5	\$5	\$250,000 \$250,000	\$50,242	60 cents for year ended 28.2.06	10 % 90 cents buyers
Do. Do. (Special shares)	50,000	\$12 1/2	\$12 1/2	\$625,000 \$625,000	\$2,502	80 cents for 1909	10 % \$71 sellers
Gibbs Provision Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,250,000 \$1,250,000	\$1,890	\$1.20 for year ending 31.7.09	7 % \$178 buyers
Dairy Farm Company, Limited	40,000	\$25	\$25	\$1,000,000 \$1,000,000	\$4,390	Interim of 15 cents per share for 1910	10 % \$33 sellers
Green Island Cement Company, Limited	400,000	\$10	\$10	\$4,000,000 \$4,000,000	\$670	14 per cent. vtz. \$1.40 for 1909	12 1/2 % \$12 sellers
H. Price & Company, Limited	12,000	\$10	\$10	\$120,000 \$120,000	\$11,992	A dividend of \$1.20 per share and 1 1/2 bonus 10 cents per sh. for year end 28.2.10	6 % \$127 sales
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$600,000 \$600,000	\$7,616	Interim of \$1 per share for 1910	6 1/2 % \$15 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000 \$125,000	\$6,175	Interim of \$1 per share for 1910	9 % Tls. 1,100
Hongkong Ropes Manufacturing Company, Ltd.	60,000	\$10	\$10	\$600,000 \$600,000	Tls. 316,682	3rd interim dividend of Tls. 15 making in all Tls. 97 1/2 for 1910	5 % \$14 sellers
Mauchappel "at Mijie" Bosch on Landbouw- exploitatie in Langkat, Limited	15,000	Gls. 100	Gls. 100	Tls. 61,924 Tls. 61,924	Tls. 316,682	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.10	5 1/2 % \$5
Peak Tramways Company, Limited	25,000	\$10	\$10	\$250,000 \$250,000	\$5,014	None	5 % \$115
Peak Tramway Company (new)	50,000	\$10	\$10	\$500,000 \$500,000	\$18,640	None	5 % \$115
Philippine Company, Limited	75,000	\$10	\$10	\$750,000 \$750,000	none	First year	5 % \$115
Shanghai-Samat Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 600,000 Tls. 600,000	Tls. 2,350	None	5 % \$115
Societe des Papiers et Papeteries du Tonkin	13,200 Benefit shares	50 Hongkong currency	50 Hongkong currency	none	none	None	5 % \$115
South China Morning Post, Limited	6,000	\$25	\$25	\$150,000 \$150,000	Dr. \$11,096	None	5 % \$25
Steam Laundry Company, Limited	20,000	\$25	\$25	\$500,000 \$500,000	\$17,86	10 % for year ending 31st May 1910	8 % \$5 sales
Union Waterboat Company, Limited	50,000	\$10	\$10	\$500,000 \$500,000	none	60 cents for year ending 31.12.08	5 % \$115
United Asbestos Orienta Agency, Limited	10,000	\$10	\$5	\$100,000 \$100,000	\$242	15 % per ordinary sh. for year ended 31.5.10	5 % \$115
Watkins Limited	10,000	\$20	\$20	\$200,000 \$200,000	\$1,241	15 cents for 1909	5 % \$115
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	\$900,000 \$900,000	\$2,611	3 % for 1909	5 % \$115
William Powell, Limited	15,000	\$7	\$7	\$105,000 \$105,000	\$782	None	5 % \$115

Printed and Published by Richard Irving Hope for the Hongkong Telegraph Company, Limited, at the Printing Office of the Company, No. 1, Ice House Road, in the City of Victoria, Hongkong.

Hotel.

ROLLER SKATING RINK

AT THE

BELLE VIEW HOTEL,

SHAUKIWAN ROAD,
Telephone No. 907.

DAILY SESSIONS 10 A.M. to 12 Noon and 2 P.M. to 4 P.M. Admission 25 cents; and 5 P.M. to 8 P.M. and 9 P.M. to 11 P.M. Admission 50 cents.

Season Tickets \$1 each per month.

Ice Drinks, Best Brands of Liquors served at tables on the Lawn or private Verandahs.

Meals a la carte at all hours.

Dining Rooms can be reserved by application to the Manager.

A String Band will play every WEDNESDAY and SUNDAY from 5 p.m. to 11 p.m.

A Special Car leaves the rink at 11.10 p.m. every night and runs up to the Hongkong Hotel.

W. GALLAGHER,
Manager.

Hongkong, 24th November, 1910.

Intimations



SIEMSEN & CO., Sole Agents.

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PEARL TRAMWAYS COMPANY LIMITED.

TIME TABLE

WEEK DAYS.

7.00 a.m. to 10.00 a.m. Every 10 minutes
10.00 a.m. to 11.00 a.m. Every 15 minutes
11.00 a.m. to 12.00 p.m. Every 15 minutes
12.00 p.m. to 1.00 p.m. Every 15 minutes
1.00 p.m. to 2.00 p.m. Every 15 minutes
2.00 p.m. to 3.00 p.m. Every 15 minutes
3.00 p.m. to 4.00 p.m. Every 15 minutes
4.00 p.m. to 5.00 p.m. Every 15 minutes
5.00 p.m. to 6.00 p.m. Every 15 minutes

NIGHT GARS.
6.45 p.m. and 9 p.m. 9.45 p.m. to 12.15 p.m. every half hour.

SUNDAYS.
8.00 a.m. to 9.00 a.m. Every 15 minutes
9.00 a.m. to 10.00 a.m. Every 20 minutes
10.00 a.m. to 11.00 a.m. Every 15 minutes
11.00 a.m. to 12.00 p.m. Every 15 minutes
12.00 Noon to 1.00 p.m. Every 10 minutes
1.00 p.m. to 2.00 p.m. Every 15 minutes
2.00 p.m. to 3.00 p.m. Every 15 minutes
3.00 p.m. to 4.00 p.m. Every 15 minutes
4.00 p.m. to 5.00 p.m. Every 15 minutes
5.00 p.m. to 6.00 p.m. Every 15 minutes

NIGHT GARS as on Week Days.

SATURDAYS.
Extra cars at 1.15 p.m., 11.15 p.m. and 11.45 p.m.

SPECIAL GARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON
General Managers.
Wharfedale, 2nd April, 1910.

JUST RECEIVED AND FOR SALE
THE COMING SEASONS NOVELTIES
FROM
RAPHAEL TUCK & SONS.

LARGE SELECTION OF
XMAS CARDS
Picture Puzzle Postcards,
Painting Books, Birthday Books,
Tuck's Annual, Working Animals, Mechanical Toys, Marionettes, Rocking Animals, &c.

ALSO FOR SALE
VEGETABLE and FLOWER
SEEDS
GARDEN FERTILISERS,
Books on Gardening, &c.

USED POSTAGE STAMPS
in Single Sets, Packets and Bags.
All Philatelic Goods.
VIEW POSTCARDS.

MANILA CIGARS and
CIGARETTES.
&c., &c., &c.
Inspection invited.

GRACA & CO.,
27, DES VOEUX ROAD, HONGKONG.
Hongkong, 18th October, 1910.

FURNITURE WAREHOUSE

LI KWONG LOONG & CO.,

GARMENT-MAKERS AND ART DECORATORS,
from Shanghai, has re-opened their
FURNITURE STORE
at
No. 29, DES VOEUX ROAD CENTRAL.
This is the Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE
of every description can be made to
order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:-
"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."
(Sd.) A. S. WATSON & CO.
15th May, 1901.

ORDERS punctually attended to, and
CHARGES most moderate.
AN INSPECTION INVITED
Hongkong 24th November 1910.

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAHNE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Collars and Cuffs renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old EMBROIDERIES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 24th November, 1910.

Wonderful
New
Designs!
Special for
Christmas!

JEWELLERY
PRECIOUS
STONES
&c., &c., &c.

MOHIDEEN &
CO.,
38, QUEEN'S ROAD
CENTRAL.
Hongkong, 24th November, 1910.

NOTICE
A LARGE Number of BOOKS, PERIODICALS, MAGAZINES, and ILLUSTRATED PAPERS are required for the use of the Troops leaving here next month in the S.S. "Robila" for home. Any such literature will be gratefully received by the Acting Chaplain (Rev. A. B. Thornhill) either at St. John's Cathedral, or at the Peak Hotel.

Hongkong, 24th November, 1910.